

Accelerated Bridge Program Letter of Transmittal



10 PARK PLAZA, BOSTON, MA 02116

Date: 9/24/09 Project File No:603654

Contract No.

PARS/E.W.O. No: H604007

Re: B16-163. Boston Morton Street over MBTA RR

To: City Clerk

1 City Hall Square, Room 601

Boston, MA 02201-2014

Attention: Rosaria Salerno

Method:

Attached are the following:

Quantity Description

- ☒ Federal Aid
☒ FA Oversight
☒ NHS Roadway
☒ Bridge Project
☐ Enhancement

- ☐ Non-Federal Aid
☐ Non-NHS Roadway
☐ Highway Project
☐ Multiuse/Bike Path

1	Public Hearing Transcript

These are transmitted as checked below:

- ☐ For Approval ☒ For Review and comment ☐ For your use ☐ Other: _____
- ☐ **Please submit Consultant Performance Evaluation Score with all review comments. (Directive E-98-001)**
- Traffic Review (if applicable): ☐ Regulations ☐ Lighting ☐ Safety Management ☐ Signs ☐ Signals

Consultant: FST	Contact: Erik Vilmunen	Ad Date: Jan 2, 2010
Remarks: Enclosed is the transcript for our Public Hearing held on April 22 2009.		

Signature:

Title:

Project Manager

Print Name: Matt Hopkinson

Phone Number: (617) 973- 8193

Copy to: Ali Jalinous

NOTE: Please address all return correspondence to Shoukry Elnahal, P.E., Director Accelerated Bridge Program. Also, please include the Project File Number and Project Manager. name in the subject heading.

MassHighway
Design Public Hearing

April 22, 2009

6:30 PM

Mildred Avenue Community Center
5 Mildred Avenue
Mattapan, Massachusetts

Bridge Replacement
Morton Street over MBTA & CSX Railroad
Project File No. 603654
Bridge No. B-16-163

Commonwealth of Massachusetts
Massachusetts Highway Department

MassHighway Design Public Hearing April 22, 2009

P R O C E E D I N G S

1
2
3 VICTORIA SHEEHAN: Good evening ladies and
4 gentleman. My name is Victoria Sheehan. I am the Project
5 Manager for the project being presented this evening. I am
6 assigned to the Bridge Section of the Projects Division
7 which is located at MassHighway's headquarters in Boston.
8 I was directed by Chief Engineer, Frank Tramontozzi to
9 conduct tonight's hearing.

10 Once the hearing is complete this evening the
11 attendance sheet will become part of the public record for
12 the hearing. If you would like your attendance at this
13 hearing to be part of the public record, please sign in on
14 the sign-in sheet located on the table at the back of the
15 room. Handouts containing details regarding this project
16 are also next to the sign-in sheet.

17 First, I would like to introduce the members of
18 tonight's Hearing panel. First we have Matt Hopkinson from
19 our Bridge Section in Boston. Our Right-of-Way
20 representative is Michael Rudamon. Eric Vilmunen from Fay,
21 Spofford & Thorndike MassHighway's design consultant for
22 this project and our transcriptionist this evening is Tammy
23 Hillery from Arlington Typing and mailing, Arlington, MA.
24 Tammy will be making a verbatim transcript of tonight's

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1 hearing. We will commence the formal part of the hearing
2 by having Matt read the Notice of Hearing.

3 MATT HOPKINSON: The Commonwealth of
4 Massachusetts, Massachusetts Highway Department, Notice of
5 a Public Hearing. Project number 603654. The design
6 public hearing will be held by MassHighway to discuss the
7 proposed Morton Street Bridge Replacement Project over the
8 MBTA and the CSX Railroads for the City of Boston. Where:
9 Mildred Avenue Community Center, 5 Mildred Avenue,
10 Mattapan, Massachusetts, 02126. When: Wednesday April 22,
11 2009 at 6:30 P.M.

12 Purpose: The purpose of this hearing is to
13 provide the public with the opportunity to become fully
14 acquainted with the proposed project. All views and
15 comments made at this hearing will be reviewed and
16 considered to the maximum extent possible. Proposal: The
17 work under this project consist of replacement of bridge
18 number B-16-163 which carries Morton Street over the MBTA
19 and CSX Railroads. The work will include complete
20 replacement of the superstructure and construction of new
21 abutments in front of the existing abutments and behind the
22 existing piers. The existing piers will be demolished.
23 The new bridge will be a single span continuous steel
24 stringer superstructure composite with a concrete deck.

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1 The bridge will be built in stages to maintain traffic
2 throughout the duration of the construction.

3 A secure right-of-way is necessary for this
4 project acquisitions and fee in permanent or temporary
5 easements may be required. The Commonwealth of
6 Massachusetts is responsible for acquiring all necessary
7 rights in private or public lands. MassHighway's policy
8 concerning land acquisitions will be discussed at this
9 hearing.

10 Written views received by MassHighway
11 subsequent to the date of this notice and up to five days
12 prior to the date of the hearing shall be displayed for
13 public inspection and copying at the time and date listed
14 above. Plans will be on display one half hour before the
15 hearing begins, with an engineer in attendance to answer
16 questions regarding this project. The project handout is
17 available on the MassHighway website listed below.

18 Written statements and other exhibits in place
19 of, or in addition to, oral statements made at the public
20 hearing regarding the proposed undertaking are to be
21 submitted to Frank A. Tramontozzi, P.E. Chief Engineer,
22 Massachusetts Highway Department, 10 Park Plaza, Boston,
23 Massachusetts, 02116. Such submissions will also be
24 accepted at the hearing. The final date for the receipt of

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1 these statements and exhibits for inclusion in the public
2 hearing transcript will be ten days after the public
3 hearing.

4 The Community has declared that this facility
5 is accessible to all in compliance with the ADA/Title II.
6 However, persons in need of ADA Title II accommodations
7 should contact Angela Rudikoff by phone at 617-973-7024,
8 TTDY 617-973-7306 or to email
9 angela.rudikoff@eot.state.ma.us. Requests must be made at
10 least ten days prior to the date of the public hearing.

11 In case of inclement weather hearing
12 cancelation announcements will be posted on the MassHighway
13 website <http://www.mass.gov/mhd>.
14 Luisa Paiewonsky, Commissioner; Frank A. Tramontozzi, P.E.
15 Chief Engineer, Boston, Massachusetts.

16 VICTORIA SHEEHAN: Thank you, Matt. This
17 notice appeared in the Boston Herald on April 8, 2009 and
18 April 15, 2009. Also in the Hyde Park Tribune on April 2,
19 2009 and April 9, 2009. The purpose of the hearing; Page
20 three of the handout explains the purpose of the hearing.
21 The hearing gives us an opportunity to make a formal
22 presentation of the proposed project at the same time it
23 allows us to record your input regarding the project.

24 Construction funding for this project is

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1 currently identified as federal aid funding with the
2 Federal Highway Administration funding 80% of the total
3 construction cost and MassHighway funding the remaining
4 20%. This project must be programmed in the state wide
5 transportation improvement program in the appropriate
6 Federal Fiscal year in order for MassHighway to post the
7 bids for eventual construction.

8 The total estimated cost of this project is
9 four million six hundred and nineteen thousand. This does
10 not include any right-of-way acquisition costs. The
11 designs are expected to be completed in the winter of 2010
12 and construction is expected to be completed within 24
13 months.

14 At this time I will ask Michael to explain the
15 right-of-way procedure.

16 MICHAEL GRUTTERMAN: Thank you, Vikki. Good
17 evening my name is Michael Grutterman and I represent the
18 Right-of-Way Bureau of Massachusetts Highway department.
19 The Right-of-Way Bureau is responsible for acquiring all
20 the necessary rights in private and public lands for the
21 design construction and implementation of this project.
22 Affected property owners will be contacted by personnel
23 from the Right-of-Way Bureau or consultants representing
24 the Massachusetts Highway Department.

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1 The procedures used must comply with State and
2 Federal regulations governing the acquisition process. The
3 current 25 % design plan indicates that a yet to be
4 determined number of fee takings and permanent easements
5 may or will be required. Other areas will also require
6 temporary construction easements. Affected property owner
7 rights are protected under our Massachusetts General Laws
8 primarily Chapter 79. If the project is receiving Federal
9 funds the property owner's rights are further defined under
10 title III of the Real Property Acts of 1970 as amended.

11 I will be happy to answer any general questions
12 regarding right-of-way activities during the open forum for
13 questions and I will be available after this public hearing
14 for any specific questions you may have.

15 VICTORIA SHEEHAN: Thank you, Michael. I will
16 ask Eric Vilmunen of Fay, Spofford & Thorndike to describe
17 MassHighway's project in detail for you. I ask that you
18 hold your questions until he completes his presentation.

19 ERIC VILMUNEN: Good evening everyone. My name
20 is Eric Vilmunen with Fay, Spofford & Thorndike. I will
21 start off by giving a description of the existing bridge
22 and some of the dimensions. The bridge was originally
23 built in 1919 and reconstructed in 1977 and it currently
24 consists of three simple spans which are pre-stressed

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1 concrete adjacent deck beams with a hot mix asphalt
2 overlay.

3 In 1977 the bridge reconstruction involved
4 replacing the original superstructure with the present
5 concrete deck beam superstructure. The bridge consist of
6 seventeen AASHTO type S-11-48 pre-stressed concrete deck
7 beams and one AASHTO type S-11-36 pre-stressed concrete
8 deck beams. The substructure consists of two reinforced
9 concrete abutments and two reinforced concrete piers.

10 The present roadway surface is 5 inch thick
11 hot mix asphalt pavement and that is based on the February
12 2000 inspection report and a curb reveal is 9 inches. The
13 approach span lengths are about 20 1/2 feet between the
14 center line barring and the main span is 35 feet between
15 the center line barring. The existing roadway width is 56
16 feet curb to curb which consists of four twelve foot lanes
17 and two four foot shoulders.

18 There are two sidewalks on each side of the
19 bridge at 10 foot 7 inch north sidewalk and an 8 foot 4
20 inch south sidewalk. The skew angle of the bridge is 14
21 degrees. It also has type 8-3 ridge railing and protective
22 screens that are mounted on both sidewalks.

23 The pre-stressed concrete beams are in good
24 condition with minor cracking in several locations. The

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1 abutments and piers exhibit signs of deterioration in
2 several locations. There are large areas of spalls at both
3 abutments and piers and based on the latest inspection
4 report the bridge sub-structure has a rating of four.

5 Moving on to the proposed bridge improvements
6 I noticed in the handout on the back of page four the
7 proposed bridge improvements -- I will just read this.
8 There are some changes that have happened since this was
9 typed up.

10 The proposed improvements will upgrade the load
11 carrying capacity of the crossing from an HS 20 design
12 truck to HS 25, we since have gone and we are going to do
13 LRFD design which is load resistance factor design based on
14 an HL 93 truck loading which is an HS 20 design truck with
15 lane loading. So that is the difference in that first
16 sentence.

17 The next one, the proposed bridge will be a
18 single span continuous steel stringer superstructure
19 composite with an 8 3/4" high performance concrete deck
20 slab. The proposed vertical clearance to the railroad
21 tracks at the critical point will remain at 18'-1 3/4".

22 The curb-to-curb width will be maintained at
23 the existing 56 feet and the roadway will remain with four
24 12' lanes and two 4' shoulders. The sidewalks on each side

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1 of the bridge will remain the same. The north side walk
2 will be 10' 9" wide and the south sidewalk will be 8' 4"
3 wide. In addition on the north sidewalk there will be a
4 32" traffic barrier which will be a curb type wall type
5 curb.

6 The proposed utilities will be housed in the
7 utility bays between the stringers and additionally there
8 will be a permanent utility bridge on the south side of the
9 bridge which will relocate some of the other utilities
10 including a 30" MWRA water main, a 12" Boston Water and
11 Sewer water main and a 12" gas main. The other utilities
12 are intended to be located in the utility bays underneath
13 the stringers.

14 There will be a CP-PL2 barrier on the south
15 side of the bridge with protective screening and on the
16 outside of the north sidewalk there will be just a
17 protective screening. The last sentence; the existing
18 piers will be demolished and new abutments will be located
19 in front with existing abutments. The last sentence is
20 changed from what is written in there it should read; the
21 abutments will be cast and place wall type with spread
22 footings founded on bed rock.

23 UNIDENTIFIED SPEAKER: Cast and place what
24 type?

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1 ERIC VILMUNEN: Cast and place wall type with
2 spread footings founded on bed rock. That is an overview
3 of the existing bridge and the proposed bridge
4 improvements.

5 VICTORIA SHEEHAN: Thank you, Eric. The plans
6 presented this evening are not complete. The next step
7 will be to review the comments received this evening and
8 then amend and complete the plans for advertising and
9 eventual construction. Before we open the hearing to you I
10 will explain the hearing procedures. First as stated
11 previously the purpose of this hearing is to solicit your
12 input regarding the project.

13 As the plans are not yet complete we may not be
14 able to answer all of your questions or respond to all of
15 your comments at this time. Next we ask that anybody who
16 wishes to have his or her comments entered into the
17 official hearing transcript please stand up, identify
18 yourself by name and affiliation whether you are an
19 abutter, a local official or concerned citizen and please
20 spell your last name. This is necessary in order for us to
21 obtain a full verbatim transcript that is required by law.

22 Also the last sheet of the handout is a mail in
23 sheet. If you have any questions or comments that you
24 would like to submit in writing please use the sheet for

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1 that purpose. You may leave the sheet with me this evening
2 or you may mail it to the department within ten days of
3 this date and it will also become part of the official
4 record.

5 Finally, it is normal procedure to ask elected
6 officials to offer their comments first. Are there any
7 federal, state or local officials who would like to speak
8 at this time? If there are no comments then this hearing is
9 official open to the public and we welcome your questions
10 and comments.

11 DAN HARDAWAY: Hello my name is Dan Hardaway,
12 I'm the president of the Morton Street Board of Commerce
13 and also, I own a business right there called Final Touch
14 with Class. My last name is spelled H-A-R-D-A-W-A-Y. How
15 long is this construction going to be? I'm kind of late
16 coming, so I missed out on some of the information that the
17 gentleman was explaining. My second question would be are
18 you tearing the whole bridge apart or are you breaking it
19 down part way and how is the traffic going to affect the
20 whole area?

21 ERIK VILMUNEN: The estimated construction
22 duration right now is two years. This is a diagram of the
23 different stages that we have right now. We have four
24 stages. So the construction is plans that will start from

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1 the south side of the bridge and work our way northward and
2 that is to accommodate the utilities on the bridge and move
3 them to a utility bridge on the south side of the bridge.
4 So the work will start on the south side and work its way
5 up and we're using three lanes so we can reduce the
6 construction variations as much as possible. The less
7 stages the less the construction will be.

8 So this here -- the orange is the construction
9 area. The lighter orange is our work zone and the yellow
10 area is the travel lanes and the blue is the existing
11 structure. SO the intended work we are going to have is we
12 are going to build the abutments before the lanes start
13 shifting so we can get a good portion of the construction
14 done. So we will build that underneath the bridge first up
15 to a certain level.

16 On this here you can see the abutments. They
17 are being located between the existing piers and the
18 existing abutment and we can construct that out to a
19 certain level and that will -- in the construction as they
20 start the demolition they can quickly put in beams. Then
21 they will fill in behind here and the construction will go
22 all the way across and then at the last stage they will
23 demolish the piers.

24 Going back here to stage two after this green

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1 area is the newly constructed portion of the bridge. Lanes
2 will be shifted onto there and the construction will be in
3 between the roadway, the existing structure and the
4 proposed structure. The same thing happens as we step
5 across into stage three and stage four until we get to the
6 final area over here where we can finish up construction.
7 At this point it is going to demolish the piers. That is
8 the over view of the construction staging.

9 JOHN MICHALAK: Do you want me to talk about
10 the traffic?

11 ERIC VILMUNEN: Yeah.

12 JOHN MICHALAK: So as part of our study we were
13 trying to find a way to reduce the length of construction
14 required for the project. Sorry my name is John Michalak,
15 I'm also with Fay, Spofford & Thorndike. We did traffic
16 counts on the corridor and analyzed the existing traffic
17 patterns and found that if we could reduce the lanes to
18 three lanes during construction we would actually save two
19 years of construction. Trying to maintain the four lanes
20 that are out there today the work zone would be so small it
21 would take so much longer to construct the project.

22 We basically have 44,000 vehicles out here per
23 day by today's counts projected in ten years it will be
24 about 45,000 vehicles per day. The heavier traffic during

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1 the peak hour and the peak hour's occur during 7:30 and
2 8:30 AM when the traffic is heaviest traveling west bound.
3 You get basically 1,200 to 1,300 vehicles in that one hour
4 and it is slightly less traveling east bound and that peak
5 hour occurs between five o'clock and six o'clock PM.

6 In looking at the layout of the road the
7 slightly heavier volume traveling west bound during the AM
8 morning commute and the vicinity of the intersection at
9 Norfolk Street there is a heavy amount of traffic that
10 turns left onto Norfolk Street. A 163 vehicles during the
11 AM peak and approximately 242 vehicles during the PM peak
12 and there is less turning movement happening at the
13 signalized intersections, Evans Street.

14 So we met with the City of Boston Traffic
15 Division a couple of times and talked over the alternatives
16 and decided that this will provide the biggest benefit
17 during the AM peak hour during the AM commute while
18 maintaining the two lanes traveling westbound. Usually the
19 PM peak hours spread out usually over a longer time period
20 than the AM. The AM is usually more concentrated. There
21 are more vehicles during that single hour. That is what we
22 used as a basis for developing two lanes traveling west
23 bound and maintaining one lane traffic eastbound.

24 DAN HARDAWAY: You are talking about doing this

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1 construction during the day time? Is there any way you
2 can do the construction during the night time? To
3 basically accommodate the whole community instead of having
4 the traffic all backed up. At night time there is less
5 traffic at that time and also it doesn't affect the retail
6 district.

7 JOHN MICHALAK: The traffic management that
8 goes into place will have to be a permanent condition.
9 Usually to delineate the travel patterns in the lanes
10 rather than have them changing on a nightly and daily basis
11 especially with the work zone since it involves bridge
12 construction.

13 This work zone -- each of these work zones will
14 be separated with concrete barriers so that the work zone
15 will be isolated from the traffic, from the pedestrians and
16 will be maintaining the pedestrian access at least on one
17 side of the road throughout construction and that will be
18 separated with concrete barriers, so it wouldn't be
19 feasible to try and move that and just do the work at
20 night.

21 DAN HARDAWAY: The other question would be,
22 when you are doing the construction of the bridge are you
23 having in your plans to put lights on the bridge, so it
24 will be more visible to the people as they cross? Right

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1 now there are no lights and the lights that are there are
2 at the end of the bridge, so it is dark coming across.

3 JOHN MICHALAK: I don't think that is part of
4 the project at this time. It hasn't been suggested.

5 DAN HARDAWAY: I would strongly suggest that if
6 you are looking to redo the whole bridge that that is a
7 very important area. What we have done on Morton Street,
8 we had to have NSTAR come back to put brighter lights and
9 try and brighten it up over there. If you are walking over
10 the bridge it is extremely dark. If you go there now and
11 walk it it is not safe for a person to walk in that area at
12 night time.

13 JOHN MICHALAK: If that is a concern I would
14 definitely say to write that down and submit that to the
15 state so they --

16 DAN HARDAWAY: Say that again.

17 JOHN MICHALAK: I would recommend writing your
18 comments down also and submitting then to the state so that
19 they can evaluate that as well.

20 VICTORIA SHEEHAN: If you want to make a note
21 on the hand out and hand it to me this evening I will be
22 happy to have that recorded and it will be part of the
23 official hearing transcript.

24 DAN HARDAWAY: Okay. So it is very important

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1 because you have the MBTA Station that is a brand new
2 station there and they have brand new lights and things, so
3 you basically want to have the whole area as a new look for
4 the future. And if you are talking about trying to deal
5 with the traffic well then going from 44 to 45 thousand, so
6 it would be very important that you put those lights up
7 there instead of somebody coming back in the future and
8 trying to get this done. It is a really big task to
9 recharge and while we are catching it now so it will be
10 implemented into the budget.

11 VICTORIA SHEEHAN: We appreciate your comments
12 and we are here to solicit your input, so we thank you for
13 any additional input that you have.

14 RUSSELL HOLMES: I have a quick one. Russell
15 Holmes, Mattapan resident. My quick question is can you
16 quickly walk back through the Evans Street piece. Why east
17 bound instead of west. You said by Evans Street there is a
18 left hand taken I'm not sure what you meant.

19 JOHN MICHALAK: There is not as many turning
20 vehicles. We have as you travel west bound towards Norfolk
21 Street --

22 RUSSELL HOLMES: So people taking a left on
23 Norfolk?

24 JOHN MICHALAK: There are a lot of left turns

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1 there, so we thought it would be best to maintain the two
2 lanes traveling towards that signal and also since that is
3 heavier in the morning.

4 RUSSELL HOLMES: Okay, no problem. I just
5 wanted to make sure that is what you are saying?

6 JOHN MICHALAK: Those are the two.

7 MARY BURKE: Mary Burke resident and Mattapan
8 Civic Improvement Association Board Member. You are not
9 recommending that you fair any traffic through Evans and
10 those side streets, are you?

11 JOHN MICHALACK: There won't be any planned
12 detour, no.

13 MAY BURKE: Okay, cool.

14 VICTORIA SHEEHAN: Any other questions?

15 GEORGIANNA POWELL: I have tried to visualize
16 the area, is that near where the old police station is?

17 ERIK VILMUNEN: Yes. That is right here in the
18 corner. Then Evan Street is right here and Norfolk is just
19 off of that.

20 GEORGIANA POWELL: One of the things like when
21 I take the T -- excuse me my name is Georgiana Powell, a
22 Mattapan resident. One of the things is when I take the T
23 to go to Norfolk Hardware and maybe this is beyond where
24 you are talking about, but there is an awful lot of traffic

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1 there. It is a huge intersection there where the Fire
2 Station is and Norfolk goes this way and then the road
3 bears off the left where the T goes down that route to
4 Ashmont Station, the number 21 bus. There is an extreme
5 flow of traffic, so I was wondering if that is going to be
6 included in your plans for the flow of traffic.

7 JOHN MICHALAK: We just counted what was
8 traveling over the bridge on either side of the bridge by
9 counting only what was happening only at Evans Street and
10 Norfolk Street, so we are just concerned with traffic that
11 goes over the bridge. This project only extends about a
12 150' on either side of the bridge just to tie into the
13 roadway.

14 VICTORIA SHEEHAN: Any other questions or
15 comments? If there are no other questions or comments I
16 would like to remind you that the last sheet of the handout
17 is a mail in sheet. If you have any further questions or
18 comments that you would like to submit please use the sheet
19 for that purpose. You may leave the sheet with me this
20 evening or you may mail it to the department within 10 days
21 of this date and it will become part of the official
22 record.

23 Before I close the hearing I would like to say
24 that we will be here for as long as you are interested in
25 looking at the plans. We will try to respond to questions
26 that affect you personally. Thank you very much for

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1 attending and thank you to the Mildred Ave Community Center
2 for providing this meeting space. I declare this hearing
3 closed and the time is 7:00 PM.

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C E R T I F I C A T E

I, Tammy A. Hillery, do hereby certify that the foregoing record is a true and accurate transcription of the proceedings in the above-captioned matter to the best of my skill and ability.



Tammy A. Hillery



Public Hearing Attendance Sheet

DATE: April 22, 2009 TIME: 6:30 p.m. LOCATION: Mildred Avenue Community Center

SUBJECT: Boston - Morton Street over the MBTA & CSX (B-16-163)

Project File No. 603654

<u>NAME</u> (please print)	<u>AFFILIATION</u>	<u>TELEPHONE</u>
RICHARD HARDY	CITY OF BOSTON TRANSPORTATION	617 635 2747
FRAN DAVID	MHD R.O.W	617-973-7941
MARJORIE CUGINI	MHD R.O.W.	681-641-8458
Victoria Sheehan	MHD	617-973-8249
Russell Holmes	Mattapan Resident	607-298-3123
Matt Hopkinson	MHD ABP	617 973 8193
		617 973 8193
Michael Sloan	MHD ROW	617-973-7407
CEYDA ARAS	MHD ROW	617 973 7920
Walter E. Bards	MCIA	617 296-3138
Dennis R. Bards	MSBC	617-265-0377
Andrea Taylor	WSS+U	617-364-7974
Georgianna Powell	Colorado Neighborhood group	617-298-0663
Theresa Romney	" " "	617-298-9235
Michael Ruderman	Mass Highway-Right of Way	781-641-8333
Frank Vilimwen	FAR, SPENCER & THORNDIKE	781-221-1000
John Michaelak	FAR, SPENCER & THORNDIKE	781-221-1000
Ray Stinson	MHD DUC E	781-641-8471